

HAD HIS LAST CALL

Thomas Gibbons Died Last Night From the
EFFECTS OF A FACIAL CANCER

cor of the face for the past year, which disease caused his death. The deceased was born in Herefordshire, England, January 29, 1832, and immigrated to the United States when he was 14 years of age, locating at Match Chunk, Penn. He engaged as a machinist apprentice. After having learned his trade he came to this city about the year 1861, and engaged his services with Dan Hall as an expert machinist. In 1854 he was appointed to a position on the fire department as master mechanic, in which capacity he served for twenty-two years, winning great esteem and confidence of the city and district. He appeared as an engineer at No. 2 engine house sixteen years ago, which position he held at the time of his death. The last active service he did at a fire was in response

ber 16, 1891, turned in at 11:30 p. m. It was at the burning of a grocery store on Wealthy avenue. He overworked himself and became exhausted.

Unable to Work.

Since that time he was unable to do

intended the engine at the burning of Powers' opera house. At the fire on December 15, a horse that had been in the service for eleven years injured itself also so that it was valueless to the department and never did any more work.

work.

Mr. Gibbons was married in this city to Miss Caroline Barratt in 1857, and the family have lived in their present home for the past sixteen years. Mr. Gibbons' family consists of his wife, a son, Lieut. John H. Gibbons, who at the present time is instructor in ordnance and gunnery in the naval academy at Annapolis, and a daughter, Mary Louise, who resides at home.

The deceased was a prominent member of the masonic fraternity in the Knights Templar degree. A telegram announcing the death was sent to his son John last night, and no arrangements for the funeral will be made until a reply is received. The death of Mr. Gibbons will be mourned by the entire department, for he was highly esteemed and considered to be one of the most efficient men in the department.


F. O. Rustling, manager of Bay City's electric street railway, has trusted until he has discovered a method of using underground wires and doing away with the overhead trolley.

A condensed milk factory is to be established at Howell, the contract price for the buildings being \$15,277.

ing without we speak we will



GRAND
OIL
HEATER



comfortably warm in winter weather. The need of a heating apparatus that moved from one room to another small and light, is readily carried, and have been many improvements

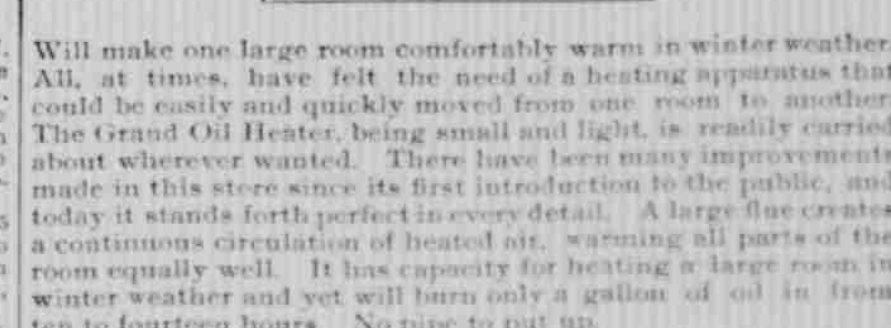
every detail. A large flue creates hot air, warming all parts of the cavity for heating a large room in which only a gallon of oil is from \$1.00 to put up.

NO ODOR!
NO ASHES!
NO DIRT!

R-STEVENS

MONROE

We will not vouch for the accuracy of the above statement as we are not teachers of mathematics. But being hardware and stove dealers and knowing whereof we speak we will guarantee that



NO SMOKE! NO ODOR!
NO COAL! NO ASHES!
NO DUST! NO DIRT!

See them and you will certainly be convinced that at last
you have found just what you have long looked for.

FOSTER-STEVENS

MONROE

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